

Established February, 1845

PRICE \$2.00 PER MONTH

## Shipping

 The Co.'s Steamship  
Haiphong,  
Captain BOURGAT, will  
leave for the above Port  
**TO-MORROW**, the 24th May, at Noon.  
For Freight or Passage apply to

*Journal of Management Education* 30(6)

[illegible]

Then that visited England a couple of years ago, while the purser is Mr. J. N. Leitch, of New York. Captain Goodwin, who was previously stationed on the East and African (west coast) trade boats.

It was said, when the last French mail left England, that more than 246, 150, 000 francs were lost by the French Government on the route of loss on the guarantee of M. Baring Brothers' liabilities.

Third Deutsche Dampfschiffahrt-Gesellschaft, of Bremen, Germany, has a number of its steamers to East India and East Asia, is distributing a dividend of five per cent. among the shareholders of this East-Asia line, after having received the amount of \$19, 980 from the fleet after expiring in 80,000 "rewards" and losses. The line to Kurassow and Borneo is slowly developing itself, and the board of directors is satisfied by the results, though the property still new is not worth mentioning.

**THE HEALTH OF PRINCE ALBERT VICTOR.**  
Attention was called some time ago to delicate state of the health of the Duke of Clarence and Avondale, who will be remembered, did not return his military duties for some time after his Indian campaign in consequence of indisposition. Last (the London correspondent of the *Mail* for *Quarter* leaves his Royal Highness suffering from symptoms of influenza, from which he has recovered, and it has been found necessary to order his removal from York, where he has been on military duty. The young Prince will soon be able to resume his military duties, and will take up quarters at the Clarence.

**THIS ANGLICAN AND CHINESE ASSOCIATION.**  
It is again proposed the Secretary of State to invite private subscribers to share in the relief of the Chinese famine. The Association has pointed out the necessity for its early completion, and surrounds that the French have not returned the funds which were to fund the relief of the Chinese famine, and are dependent on Great Britain, to the permanent assistance to be given to the English missionaries, to the permanent assistance to be given to the Chinese. They do not wish the Chinese private enterprise in a country bordering on the Chinese frontier, and the acceleration of railways in the frontier, in the hope of obtaining relief in content to spend an annual sum in relief of the Chinese famine.

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migrated to Sumatra, but a more powerful one was the continued presence in this district from Oct. 13, 1890, to Jan. 26 of this year, of the ever-dreaded General Fang and his many followers. He himself was only twice in the town of Swatow, namely, on the day of his arrival and on that of his departure; but the mere fact that he was not far off was sufficient to cause about 80 per cent. as I am told, of the emigration firms to remain closed. Though the "credit ticket" system, under which alone poverty-stricken persons can emigrate, is still under the ban of General Fang and the provincial

ne can of General Rang and the provincial authorities, there is no doubt that the use of such tickets is winked at by the local officials for a money consideration, the amount of which in each case is well-known, and the respectable coolie agencies, those at least that are connected with foreign firms,

of them, from a dread of the consequences of exposure by enemies. Until the "credit tickets" system is sanctioned and put under proper regulations, all Chinese connected with the despatch of emigrants, who have not paid their own passages, will be greatly at the mercy of unscrupulous individuals, who know that the system is at present one of obloquy, is undesirable, and gives a ready excuse for false charges. The emigration office to the Straits Settlements and Bangkok gave employment last year to 109 British vessels, all of which were steamers.

**PIRATES.**  
A young German seaman belonging to the crew of the German gunboat *Wof* of has written home a letter containing the account of an encounter with Chinese pirates. The letter, which is a translation of a report sent to the German consul at Hong Kong, Feb. 14.—On the way from Japan to China we approached some small islands, and a boat was lowered in order to land. The crew of the boat soon discovered behind one of the islands a vessel, which they took to be a pirate ship. The pirates, upon immediately armed boats. A high sea was running at the time, and it was very stormy. The boat capsized, and ten men and the officer in command were struggling with the waves. Of the twenty-seven were saved, and a lifeboat was lowered to try to pick up those who were missing. Evening gales and bad weather prevented the boat from returning and half the crew were

hands of the pirates. The first cutter, manned by one officer and fourteen seamen (of whom I was one), which supplied with thirty days' provisions, was sent on the 20th. We also carried one gun and provisions for six days. When, at four in the morning, we espied the Chinese junk, we made for her, and when close up saw our missing boat on board. The gun and rifles were loaded, and the German flag hoisted. But the pirates did not stand their ground, and tried to escape. The cutter fired immediately, the first shot smashing the deck of the junk. The enemy then became bewildered, and the cutter, by a single shot, succeeded in gaining the deck of the pirate, where a hand-to-hand fight took place. Thirteen pirates were killed, and all the rest taken prisoners. The junk was searched, and found to be laden with opium, and lost counters, bound hand and foot. Both they and our prisoners were then carried in triumph on board the *Wolf*.

Professor Douglas, said there was one part of the lecture which impressed him most. Sir Thomas Wade's paper is a long one, and he said that he had read it, but the discussion which followed is interesting. —

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on for ever. Otherwise, as they had just been told, the Chinese, Mongolians, and Manchus, and other nations, had at various times occupied the throne of China, they had been created by the body of the Empress as almost legitimate Sovereigns. He thought that if a European conqueror were to make himself master of China, that the Chinese would submit him as really their Emperor, just as they had done to the Manchus, Mongols, and Turks.

The Chairman, in a few appropriate observations, having tended the thanks of the meeting to the lecturer for his Paper, the Sir Thomas Wade briefly acknowledged the compliments of the meeting, and then made one remark in reference to what Professor Douglas had said as regards the facility with which the Chinese accept of new rule. He (Sir Thomas) would not admit that the order of Chinese history had been a series of conquests and conquests. Professor Douglas had implied. There had been no change of dynasty, in part or whole, without a fearful expenditure of bloodshed and treasure. He (Sir Thomas) considered to be the order of the continuity, so to speak, of the Chinese history. He would not, however, come but not introduce new ideas. The Manchus, although they were barbarians, became civilised and followers of Confucius. Both the Mongols and the Manchus professed ad for the conquest of China by a long Chinese dynasty.

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1987-1988

**Mails.**

**NOTICE.**

**COMPAGNIE DES MESSAGERIES  
MARITIMES,  
PAQUEBOTS-POSTE FRANCAIS.**

**STEAM FOR**  
**SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY**  
**MADRAS, CALCUTTA, SUEZ, ALEX.**

**PORT SAID**  
**MEDITERRANEAN AND**  
**BLACK SEA PORTS ALEXANDRIA**  
**MARSEILLES AND PORTS**  
**OF BRAZIL AND LA PLATA**  
**LONDON, HAVRE AND BORDEAUX**  
**ON WEDNESDAY, 15th FEB.**  
 1891, at Noon, the Company's  
 STONE, Commander, Detached, with  
 MAILS, PASSENGERS, SPECIMENS  
 CARGO, will leave this Port for the above  
 places.

Cargo and Specie will be received for London as well as for Mediterranean and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 8 p.m.

**Hongkong, Saturday 4 p.m., 23rd May, 1891.**

**G. M. CHAMPAUX,**  
Agent.  
Hongkong, May 20, 1891.

**NORDDUTSCHER LLOYD.**

**NOTICE**

**STEAM FOR**  
**SINGAPORE, COLOMBO, ADEN,**  
**SUEZ, PORT SAID.**  
**BRINDISI, GENOA**  
**ANTWERP, BREMEN & HAMBURG.**  
**PORTS IN THE LEVANT, BLACK**  
**SEA & BALTIC PORTS.**

**LONDON, NEW YORK, BOSTON,**  
**BALTIMORE, NEW ORLEANS,**  
**GALVESTON, SOUTH AMERICAN**  
**PORTS.**

The Company's Steamers will call  
at **SOUTHAMPTON TO LEU PAPELIERE**  
and **Toulon**.

N.B.—Company can obtain at shortest rate  
of **Loading for the Principal ports of**  
**RUSSIA.**

**ON SUNDAY, THE 7TH OF JUNE,**  
1891, at 10 o'clock A.M., the Company's  
S.S. **STUTTGAUT**, Capt. R. ROSEN, laden  
with **MAILS, PASSENGERS, SPECIES**  
and **CARGO**, will leave this port for above  
callings at 1 P.M.

Shipping Orders will be granted until  
 Noon. Cargo will be received till 6 o'clock  
until 4 p.m., Specie and Passes until 3  
p.m. on the 6th June. (Passes are not  
to be sent on board.) Contents must be  
left at the Agent's Office. Contents and  
Value of Packages are required.

The Steamer is equipped with Communications  
and carries a Doctor and Stewardess.

For further Particulars apply to  
**MILROES & Co.**  
Agents.

Hongkong, July 15, 1891.

**INSURANCES.**

**QUEEN FIRE INSURANCE COM-  
PANY.**

This Undertaking Assures for the benefit of  
the Insured against all ordinary risks of  
FIRE & THUNDER STORMS.

**NORFOLK & Co.**  
Agents.

Hongkong, July 15, 1891.

**THE WORTHAHL & CO. LIFE  
ASSURANCE SOCIETY.**

INCORPORATED IN GERMANY.  
**UNITED FILIALS.**  
**RUSSELL & Co.**  
Agents.

Hongkong, November 14, 1890.

**Intimation.**

**NOTICE**

**HONGKONG AND WHAMPDO DOCK  
COMPANY, LIMITED.**

SHIPMASTERS AND ENGINEERS are  
respectfully informed that if upon  
their arrival in this Harbour, NONE of  
the Company's WORKMEN should be at  
hand, Orders for REPAIRS if sent to the  
Harbour Office, No. 14, Prince Street, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate atten-  
tion will be taken to rectify the cause of dis-  
satisfaction.

**D. GILLIES,**  
Secretary.

Hongkong, August 25, 1895.

**GAIN**  
**ONE POUND**  
**A Day.**

A GAIN OF A PENNY A DAY IS THE  
GAIN OF A POUND A YEAR. IT IS THE  
BEST INVESTMENT THAT CAN BE MADE  
THAT DENY ANY LOSS OF INTEREST.

**SCOTT'S**  
**EMULSION**  
OF PURE COD LIVER OIL WITH

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IS NOTHING UNUSUAL - BUT WHAT

HAS BEEN PERFORMED OVER TWO HUNDRED  
AGAIN. PALATABLE AS MILK. BE

AS EFFICACIOUS AS FLAX OIL - AVOID  
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